

Chapter X

Capital Investments

Overview

Capital Facilities investments are the crucial implementing step in realizing neighborhood plans. The success or failure of the comprehensive plan and the Mayor's new higher density housing initiatives will depend almost wholly on building the neighborhoods faith that where there is growth, there will be aggressive city investment to serve that growth. Typically, higher density living, while more conserving of space for housing use, brings with it greater needs for common spaces, because those amenities cannot be easily supplied on the property of residence,

If you cannot invite friends over for a barbecue, you need attractive and vital streetscapes to provide common gathering places. If you can't have a garden, you need a community garden or pea patch. If you have no place to toss a Frisbee or run around with your pet, you need parks and open spaces for active or passive recreation. If you can't make your environment responsive to your esthetics needs because you rent, you need community opportunities for self-expression and communication. And if you can't nestle into a long-term community because of the rapid changes, you need more formalized structures of linking people together into a community;

The Wallingford Neighborhood Plan recognizes these factors, and its authors have developed a list of potential improvements and investments that are needed to serve the new growth that the community anticipates. As the City does not currently have the funding resources to supply all the needed community assets, the community conducted a prioritization process to establish the most critical needs and try to meet them. This does not take away, however, from the vital necessity of funding all of these priorities over the course of the next 15 years!

Comprehensive Plan Rationale

The Wallingford Community is targeted for relatively low levels of housing growth over the life of the City's Comprehensive Plan. Within two years of the Comprehensive Plan's adoption, Wallingford had essentially met its growth targets. However, the Wallingford community acknowledges that growth will probably continue to occur, and has made provisions for this fact in the Neighborhood Plan (see Chapter V Housing),

Since Wallingford will take more than its projected share of growth, capital facility investments in Wallingford will play an even more critical role in its livability than in other neighborhoods. Most

local playfields and recreation areas are operating at or above capacity. Both of the major east-west arterials (50th Street and 45th Street) are congested several times a day. Parking in the area is a difficult problem that is bound to worsen as more people enter the neighborhood, and Wallingford absorbs overflow from the University area. Under these conditions, it is imperative that capital investments be directed, and quickly, to achieving the "urban village" ideal in Wallingford.

How will people use their cars less, unless investments are made in pedestrian-friendly streets and better, more reliable transit service? How can the central shopping district of Wallingford become the center of the community if it continues its current pattern of anemic survival? How can neighborhoods survive the upheaval and dislocation of change and growth unless there are investments made in recreation, education, and human services? How can we the City encourage other neighborhoods to adopt the urban village ideal unless strong investments in open space, street improvements, and community facilities are made in those areas already close to capacity?

The comprehensive plan states that every reasonable effort will be made to fund community facilities needed to serve growth. In the case of a mature urban village like Wallingford, that effort should be extraordinary, to demonstrate that the urban village strategy can work.

Planning Background

Team Wallingford's Capital Facilities Work Group is proposing several capital improvement projects which respond to needs identified through surveys and research and address elements of the Wallingford Vision Statement. Each of the other work groups was asked to provide a list of potential capital investments needed to realize its vision for the community. The Capital Facilities Work Group then listed these, tried to estimate the cost and attempted to locate potential funding sources for each project.

It is recognized that opportunity, funding sources, and future considerations will play a role in the order and priority in which the capital facilities list is fulfilled. A review of progress should be made every few years.

The Money Game

The primary means of prioritizing was a game that involved dispersing a limited amount of play money among the various project proposals.

The projects were drawn or photographed, described in narrative, and given an overall cost. The Money Game, and the way it was played, tended to reward projects with smaller price tags, but after extensive analysis, the Capital Facilities work group felt that the results gave an excellent indication of community priorities for public spending.

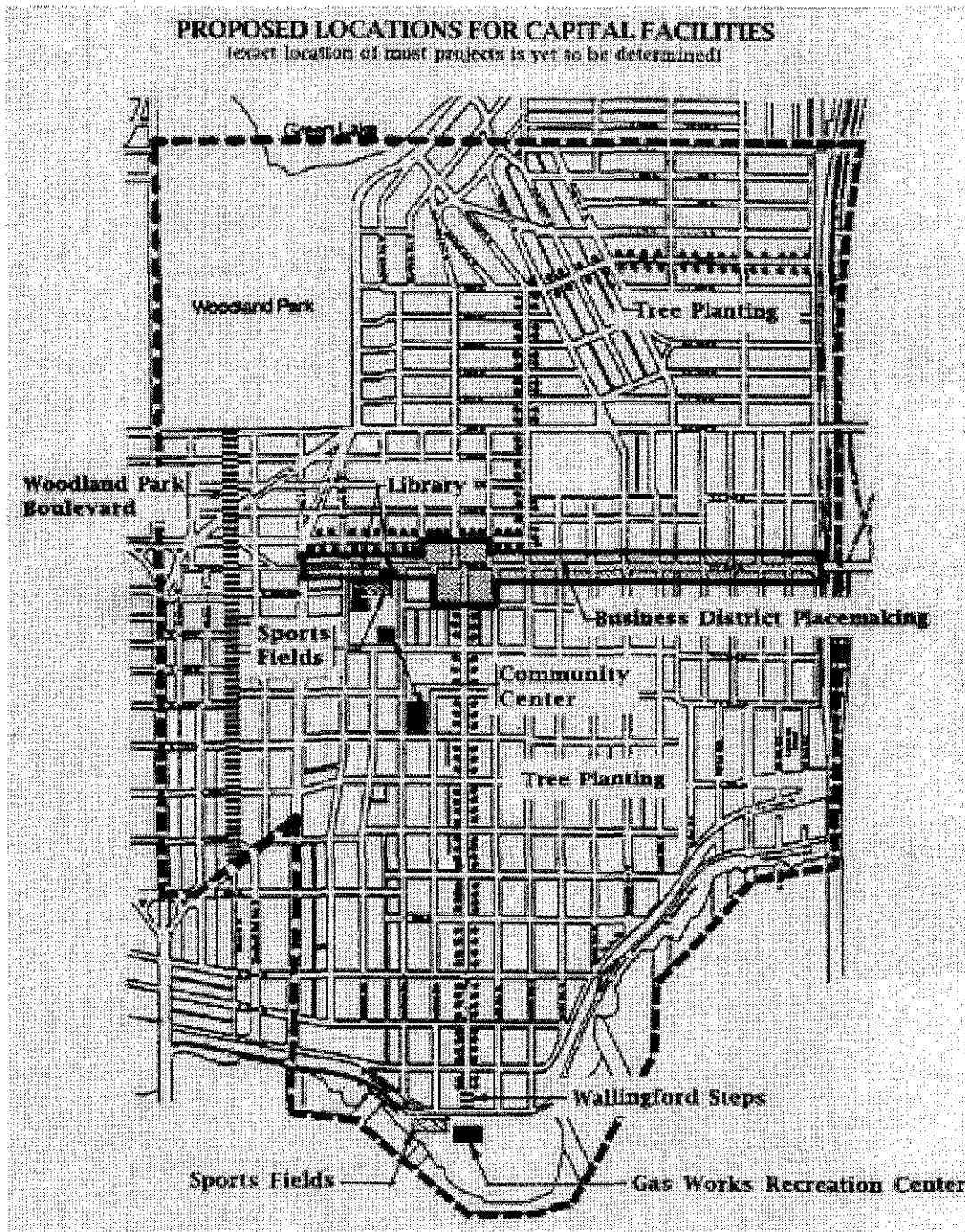


Figure X-1: Map of proposed capital facilities items

The Money Game was operated for three days at the Wallingford Wurst Festival. It was also operated at the Team Wallingford Urban Village Workshop. The results from these two events were combined since the board was identical and those who voted at the Workshop were only those people in attendance who had not voted at the Wurst Festival. The Money Game was operated again at the

Alternatives Fair. Since anyone could vote (i.e., those who had voted at a previous game could also have voted at the Fair), the results of this event were kept separate.

At the Workshop, a "table version" of the game was operated. Participants were grouped at four separate tables. The groups were asked to develop a list of projects whose cost did not exceed \$3,000,000. However, if everyone at a table could agree on the projects to be included on that table's list, the table could add another \$750,000 to their pot of money. All tables were able to agree on their project lists so all were able to use the extra \$750,000.

Consistency of Results

As part of the planning process, the Team Wallingford steering committee, its subcommittees and the Plan Review Board evaluated the results of the money game, identified some funding sources that were available, and tried to prioritize projects by the key integrated projects criteria.. Wherever possible, projects that were highly ranked by the community were folded into top funding categories or into key integrated activities. Although not completely consistent, the results of all three versions of the Money Game suggest the following grouping of the projects, which has been altered only slightly by subsequent evaluation.

Summary of Capital Investment priorities

GROUP 1 (Proposals to be pursued immediately)

- 1.1 TRAFFIC MANAGEMENT
- 1.2 TREE PLANTING
- 1.3 WALLINGFORD STEPS
- 1.4 PERMANENT HOME FOR THE WALLINGFORD-WILMOT LIBRARY
- 1.5 50th STREET/GREENLAKE WAY CORRIDOR
- 1.6 45th STREET CORRIDOR
- 1.7 BUSINESS DISTRICT PLACEMAKING

GROUP 2 (Additional highly rated proposals to be pursued in the short term; may require additional analysis or development)

- 2.1 STONE WAY/GREENLAKE WAY CORRIDOR
- 2.2 SOUTH WALLINGFORD CORRIDOR

GROUP 3 (Projects to be pursued in the mid term; may need further study or are simply not as important as more highly ranked proposals; some may have to be modified)

- 3.1 URBAN VILLAGE PARK/GARDEN
- 3.2 40TH STREET/BRIDGE WAY CORRIDOR
- 3.3 SPORTS FIELDS
- 3.4 COMMUNITY CENTER

GROUP 4 (Possible long term goals; do not pursue at this time but note community interest and begin further study)

- 4.1 CONVERT WOODLAND PARK AVENUE TO A BOULEVARD
- 4.2 PEDESTRIAN/BICYCLE IMPROVEMENTS
- 4.3 RECREATION CENTER AT GAS WORKS

GROUP 5 (Drop entirely)

- 5.1 COMMUNITY PARKING STRUCTURE

GROUP 6 (Difficult to rank as Capital Facilities using Capital Facilities Work group criteria; could be high priority items; review products of other work groups for evaluation)

- 6.1 TRANSIT ROUTE IMPROVEMENTS
- 6.2 PARKING POLICY

GROUP 1

In all but one case, the proposals in this group were among the top eight in all three versions of the Money Game. In addition they were all selected by at least three groups in the table version of the game. These projects represent the proposals are to be pursued immediately

1.1 TRAFFIC MANAGEMENT/CALMING AND SPOT IMPROVEMENTS

Estimated to cost \$84,500, this project was clearly one of the most popular and highest priority projects to be presented. It is fully described in Transportation Policy T-6 (see Chapter VI: Transportation). Improvements would include the installation of traffic calming/control devices such as traffic circles and medians, and to a lesser extent, reconfiguration of the street network and signalization improvements, all designed to decrease speed, reduce through traffic, and discourage short-cutting on local streets,

The project ranked first in the Wurst Festival/Urban Village Workshop Money Game results and second in the Alternatives Fair Money Game results. It was adopted by three of the four groups participating in the table version of the game.

In the Alternatives Fair survey results, 61% of respondents felt that neighborhood traffic calming and management was important, 58% felt it was important to make some adjustments on Latona and Thackeray including the use of curb bulbs, striping and raised dots to narrow the traffic lanes, and 58% felt it is important to provide traffic islands on 5th and to consider connections to 40th via the freeway right of way.

1.2 TREE PLANTING

This is a proposal to plant trees along the 200 most barren blocks in the Wallingford community. It is aimed mainly at providing support for the actual planting process; however, a coordinated plan could also be developed with a small amount of additional investment and volunteer help. The streets most likely to benefit from this proposal have not yet been identified.

This project, estimated to cost about \$200,000, would typically be financed through Neighborhood Matching Grants from the City. In general, such projects make the street a more pleasant public place, and by increasing the size of the urban forest are another example of responsible community stewardship.

This proposal was ranked second in the Wurst Festival/Urban Workshop Money Game results, sixth at the Alternatives Fair Money Game results, and was adopted by all four groups at the table game.

Although the surveys did not address this issue directly, some related results seem to support the tree planting proposal. In the Newsletter survey, 84% of respondents supported the notion of "providing flowers and greenery along the street [i.e., 45th St.]" and 63% were in favor of adding planted medians along 45th St. to "calm traffic and increase pedestrian safety." Corresponding results in the Alternative Fair survey were 82% and 68% respectively.

1.3 WALLINGFORD STEPS

Although Gas Works Park is within walking distance of large parts of the Wallingford community, many in the neighborhood feel cut-off from the park by the topography of lower Wallingford. This is a proposal to clear the blackberry bushes on the public right-of-way at the base of Wallingford Avenue and replace them with a wide cascading stairway. The project would knit the community more closely to one of its largest open spaces, provide needed visual access and a "straight shot" pedestrian route between the center of the Wallingford Business District and Lake Union, and perhaps itself become a

place of public assembly and celebration. It would also link lower Wallingford to the Burke Gilman Trail

This project is outside of the boundaries of the Residential Urban Village. However, given its ability to link the Wallingford community (especially the residents of the high density housing projects that have begun to appear near the intersection of 34th Street and Wallingford Avenue) with an important recreation facility and the City's trail system, it should be provided the same funding preference as projects nearer to the Village.

Though the initial estimate of \$207,500 may have been somewhat low, this proposal was extremely popular in all versions of the Money Game. 72 % of respondents to the Alternatives Fair Survey agreed that it was important to "connect Wallingford Ave to Gas Works," though, in the survey, this proposal was accompanied by the stipulation that the City would "add bike lanes south of 45th."

1.4 PERMANENT HOME FOR THE WALLINGFORD-WILMOT LIBRARY

Finding a permanent home for the Wallingford-Wilmot has long been a high priority for the Wallingford community. The investment contemplated by this proposal would allow the City to acquire a permanent ownership interest in approximately 2,000 square feet of space, near the heart of the Wallingford Business District, to improve the property for use as a library, and to provide the required furnishings. According to a Library official, the \$420,000 needed to establish a permanent site will be included in the Library levy or bond to be placed before the voters in Autumn 1998.

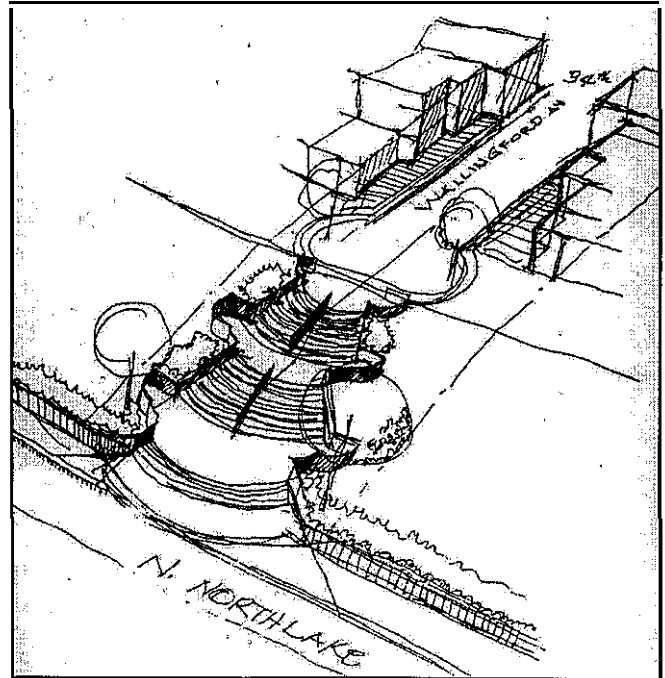


Figure X-2: The "Wallingford Seps" concept drawn by Vince Lyons

At this time, the Fremont Public Association (FPA) building, at Woodlawn Avenue and 45th Street, appears to Offer the most viable option for getting the library settled at a new location. Unfortunately, it is not possible to draw any absolute conclusions regarding the level of support for this particular option in the neighborhood due to an inadvertent misrepresentation of the relative sizes of the existing site and proposed FPA site in the survey (in fact, they are about equal in terms of the space controlled by the Library). However, it is clear from the commentary added to the survey form by respondents that wherever the space is located, it must be at least as big as the existing facility and bigger if possible.

The Lincoln Liaison Committee, convened by the Seattle School District to recommend future uses of the Lincoln High Site, has suggested that an enlarged community library would be an excellent use for the upper floor Of the North Wing Of the Lincoln building. As the options regarding city funding, school

operation, and community use become known, this issue should be re-evaluated and a recommendation made based upon the high priority the community places on a larger public library facility in the community.

A permanent home for the Wallingford-Wilmot Library ranked fourth in the Wurst Festival/Urban Village Workshop Money Game results, fifth in the Alternatives Fair Money Game results and was adopted by three of the four groups at the table game. Co-location at a community center, if one were to be established in Wallingford, was clearly viewed as an acceptable, perhaps even preferred option (81% of respondents supported this concept) though a storefront location along 45th Street also enjoyed some support (50% of respondents supported this option; 33% were opposed and 17% were neutral).

The Neighborhood Plan recommends encouraging the library to settle at the FPA site for the time being. The library would sign a lease with an option to buy the space offered by FPA. If a larger space or a community center became a realistic possibility in the next several years, the library could consider moving. Additional study of this possibility, and consultation with the community, would have to occur when the viable options are clearly known.

1.5- 50th STREET/GREENLAKE WAY CORRIDOR

This reconfiguration of 50th Street and Greenlake Way would provide three motor vehicle lanes, including one travel lane in each direction and a center turn lane. On much of 50th Street, there would be on-street parking at the north side of the street. Pedestrian crossings would be improved at several points. The proposal, estimated to cost approximately \$265,000, is more fully described in Transportation Policy T-2 (see Chapter VI: Transportation).

This proposal ranked sixth in the Wurst Festival/Urban Village Workshop Money Game results, fourth in the Alternatives Fair Money Game and was selected by all four groups in the table game.

This project is reviewed in the Transportation Work group's documentation. In the Alternative Fair results, a clear consensus (74% of respondents) supported a three lane configuration for traffic on all major streets. A three lane configuration was preferred.

1.6- 45th STREET CORRIDOR

This transit priority corridor would be reconfigured to facilitate smoother bus operation. Curb bulbs, painted crosswalks, more responsive pedestrian signals, and median refuges would be used to improve pedestrian and bicycle safety and convenience. The streetscape improvements might include replacement of dead street trees, the widening of sidewalks, and the addition of pedestrian amenities. Signage would help through traffic find the most appropriate route while directing "Wallingford Business District" traffic to 45th Street. A complete description of this project, estimated to cost \$466,000, is provided in Transportation Policy T-4 (see Chapter VI: Transportation).

This proposal ranked ninth in Wurst Festival/Urban Village Workshop Money Game, third at Alternatives Fair Money Game. Although it did not make it into the top eight in all versions of the Money Game, perennial discussion of this corridor and the connections between this project and the highly rated Business District Pacemaking proposal (Project 1.7, see below) strongly suggest that this project should be included on the list of first priority items. In fact, it is clear that the 45th Street corridor and the associated business community is one of the chief foci of the Neighborhood Plan and attention to this corridor is key to the plan's success.

In the Alternative Fair survey results, a clear consensus (74% of respondents) supported three lane configuration for traffic on all major streets. When specifically asked about 45th Street, 86 % of respondents expressed a desire to "retain the three lane configuration and add pedestrian improvements ."

Alternative Fair survey results also indicate a desire to "add median refuges, crosswalks, curb bulbs and responsive signal buttons" (supported by 930/. of respondents) and to implement "in lane bus stops (with bus bulbs) to speed transit and increase parking" (supported by 57% of respondents).

In Alternative Fair survey results, 55% of respondents felt a. public transit ride free zone should be created along 45th Street with tokens available at local merchants.

In the Newsletter survey, consolidation of bus stops on 45th Street "to no less than three blocks apart" was supported by 81% of respondents, use of the parking lane for transit clearly was not (it was opposed by 60% of respondents). The Newsletter survey indicated no consensus on the use of bus bulbs.

1.7 BUSINESS DISTRICT PLACEMAKING

This project involves improvements designed to make the 45th Street business district more of a town center and a public place for community interaction and is likely to include gateways or entry signs at Business District entry points, coordinated street furniture, plantings that don't block signs, identifiable landmarks (as part of "Bold Business District Design"), paving changes and sidewalk adjustments to make the QFC/ Wallingford Center area into more of a town square, and improved transit structures and utilities (see Key Projects and Chapter VII: Business Health for a discussion of specific improvements). This project is estimated to cost approximately \$300,000

This proposal ranked eighth in the Wurst Festival/Urban Village Workshop Money Game results, seventh in the Alternatives Fair Money Game results and was adopted by all four groups at the table game.

Alternatives Fair survey results indicate that 79% of respondents would like to "beautify the streetscape along 45th" Street. Alternatives Fair Survey, results suggested a number of improvements that could be included, within a pacemaking package. Those that have "concrete' implications for pacemaking include provision of sheltered bike storage areas (supported by 66% of respondents), widening of sidewalks (supported by 69% of respondents), provision of benches, public art, flowers, shrubs and trees in

public places (supported by 82% of respondents) assure adequate trash cans, and provision of pedestrian improvements to allow ease of access to stores (supported by 73°A of respondents).

Others Alternative Fair results suggested creating a ride free bus zone, developing a clean and safe program to keep streets clean, and motivate landlords to keep up their buildings (80%)

The proposal to place gateways at 'each end of 45th Street needs additional study; it did not enjoy a clear consensus in the Alternative Fair.

This idea may share some areas of interest with the Business Improvement Area on 45th, which was supported by 72% of the respondents in the newsletter survey. A "Clean and Safe" program for the business district was supported by 780/. of Newsletter survey respondents.

GROUP 2

These proposals did not get the same degree of support as the previous seven projects. Though they may require some additional analysis or development, they are highly ranked proposals that should be pursued in the short term.

2.1 STONE WAY/GREENLAKE WAY CORRIDOR

This reconfiguration of Stone Way and Greenlake Way would provide three motor vehicle lanes (one travel lane in each direction and a center turn lane) plus a bicycle lane in each direction and on-street parking at both sides of the street. The scheme would also improve pedestrian crossings at bus stops along the corridor with new painted crosswalks and curb bulbs on one or both sides of the street. Improved pedestrian crossings on Stone Way between N. 46th St. and N. 47th St. (near the Post Office) would be a high priority. This project is estimated to cost \$340,000 and is detailed in Transportation Policy T-1 (see Chapter VI: Transportation),

This proposal ranked tenth in the Wurst Festival/Urban Village Workshop Money Game results, ninth in the Alternatives Fair Money Game results and was adopted by all four groups at the table game. This proposal ranked in the top eight in one of three versions of the game; it never ranked lower than tenth.

In the Alternative Fair results, a clear consensus (74% of respondents) supported three lane configuration for traffic on all major streets. However, a clear consensus concerning a three lane configuration was not developed for Stone Way in this survey. (400% viewed the configuration change as important, 41% viewed it as unimportant, 19% expressed opposition: support for the change increased to 51% for Stone Way and Greenlake Way north of 50th Street).

In addition, the proposal may require further review or refinement because of concerns about the three lane configuration expressed by several Stone Way merchants and some members of the Fremont community. The Stone Way merchants, in particular, have offered some valuable suggestions which have not yet been fully considered by the Wallingford community. These include proposals to “peel back” parking to provide better viability at corners, address problems with the underlying construction of the roadbed, and repair sidewalks.

Finally, some Wallingforders have indicated a desire to see that the industrial business center along Stone Way is maintained and want to be sure that a three lane configuration will support the traffic generated in this area.

2.2 SOUTH WALLINGFORD CORRIDOR

Work on this component of the plan was not yet complete when it was presented in the Money Game. At that time, it was considered likely to include features similar to the 40th St - Bridge Way corridor, though without the expensive intersection adjustments.

The proposal was ranked fifth in the Wurst Festival/Urban Village Workshop Money Game results, eleventh in the Alternatives Fair Money Game results and was adopted by only one group at the table game. Thus, this proposal ranked in the top eight in one of three versions of the game.

As the Neighborhood Plan neared completion, this project was further developed. It now includes improved pedestrian crossings on 34th Street, new pedestrian signals and refuge islands on Pacific

Street, and new sidewalks on Pacific and 34th. The estimated cost, originally thought to be about \$150,000, has increased to \$465,000. The project is more thoroughly described in Transportation Policy T-5 (see Chapter VI: Transportation)

Despite these changes, this project has remained in Group 2. It shares strategic goals with the Wallingford Steps project, and deals with issues that will become increasingly significant as the Quadrant development in Fremont is completed

GROUP 3

In general, the following projects were ranked no higher than tenth in any version of the Money Game and are thus of lower priority than any of the previous items. The Sports Field proposal fared somewhat better, but was plagued by questions which suggested that it needed significant additional review. In fact, all of these projects will need further study before implementation can be considered.

3.1 URBAN VILLAGE PARK/GARDEN

This is a proposal to create a quarter acre open space along the west edge of Wallingford to serve anticipated new housing in that area which is more than 1/4 mile from any existing park. It also includes an additional quarter acre to be used as a "Pea patch." Both of these facilities are amenities specifically targeted for neighborhoods designated as "Residential Urban Villages." The original proposal assumed some existing development would have to be cleared, accounting for \$700,000 of the original \$854,420 estimate.

This project ranked eleventh at the Wurst Festival/Urban Village Workshop Money Game and twelfth in the Alternatives Fair Money Game. It was not adopted by any of the four groups participating in the table game.

The relative unpopularity of this proposal, as presented in the Money Game, maybe the result of the fact that it presupposed the clearing of some existing development. Through further study, it may be possible to locate space already publicly owned which could be converted to open space. One recent (but untested) proposal has been to close a block of Woodland Park Ave. N. near the 45th Street corridor to create a "pocket park." Another idea is to share a portion of the north lot at the Lincoln site with the permanent school program that eventually locates there.

3.2 40TH STREET/BRIDGE WAY CORRIDOR

Improvements on this corridor would concentrate on improving bus accessibility by consolidating or relocating bus stops and improving pedestrian crossings. Traffic control at the intersections of 40th and Latona and 40th and Pacific would be improved. Bridge Way would be reconfigured to have a raised median separating one motor vehicle lane and one bicycle lane in each direction; parking would be accommodated on both sides of the street.

This proposal is estimated to cost \$467,000 and is more completely described in Transportation Policy T-3 (see Chapter VI: Transportation).

This project ranked thirteenth at the Wurst Festival/Urban Village Workshop Money Game and fourteenth in the Alternatives Fair Money Game. It was adopted by only one of the four groups participating in the table game.

3.3 SPORTS FIELD

Sports fields are in high demand throughout the City and Little League organizations in particular are seeking baseball and T-ball facilities in Wallingford. This proposal is to use an existing open space for a new sports field big enough to accommodate Little League baseball, football or soccer. Collocating with a local school (or community center) might allow the community to make more effective use of the field. The estimated cost of developing approximately 80,000 SF for a field is \$567,200.

Possible sites include the north lot at Lincoln High, which is within the Residential Urban Village and is the largest open space in Wallingford not already dedicated to a specific use. A sports field located at this site could also serve as open space for areas of the Village, which is currently underserved. Joint use with the School District would be a plus, although this would further restrict parking.

Another possible site would be an existing park, such as Gas Works Park, though Validation Event feedback suggested that other uses have been considered for the most obvious underutilized open space at that park.

Acquisition of new open space was considered; however, the cost of purchasing and clearing adequate developed property could easily amount to \$2.8 million, and early surveying suggested significant resistance to the idea of destroying existing housing stock.

This proposal ranked seventh in Worst Festival/Urban Village Workshop Money Game, eighth at Alternatives Fair Money Game but was not adopted by any of the four groups participating in the table version of the Money Game. Thus, though this proposal ranked in the top eight in two of three versions of the game, it appears to have some problems that cause it to be given a somewhat lower priority.

This weakness occurs again in the Newsletter survey results, where there was no clear consensus regarding the advisability of building an additional sports field. It appears that use of existing fields is the only option supported to any degree by Wallingforders, though not by a clear majority (47% of respondents took this position). There was no clear sentiment one way or the other about locating a new sports field in the north lot at Lincoln. However, it is clear that razing houses to provide additional open space would not be acceptable (this option was opposed by 89% of respondents).

3.4 COMMUNITY CENTER

This would provide the neighborhood with a place to come together as a community for town meetings, community group discussions, educational programs, recreational activities, festivals and special events. Possible locations include the Lincoln High School site (co-location with a school would cost about \$4.2 million) or the Hamilton Middle School site (if Hamilton moves to Lincoln). Either site would provide an opportunity for responsible stewardship of an existing but underused building and would place the community center in an ideal position to serve the area within the Residential Urban Village boundaries. Other sites could also be considered, (Some specific uses and configurations of this facility are discussed in Chapter X1 Special Opportunities)

This project ranked fourteenth at the Worst Festival/Urban Village Workshop Money Game and tenth in the Alternatives Fair Money Game. It was only partially funded by two of the four groups participating in the table game, suggesting that there is not yet a high degree of consensus for provision of a community center in the Wallingford neighborhood. In the Newsletter survey, a community education, recreation and resource center co-located with a school was supported by 65% of respondents.

This contrast with the survey results regarding the proposal to build a recreation center at Gas Works, which did not fare well (see below).

GROUP 4

The following two projects were ranked low in all three versions of the Money Game. However, the latter two also attracted more money than any of the other projects considered, so they cannot be dismissed out of hand. Expense maybe the chief characteristic that prevented these proposals from receiving as many votes as the higher ranked proposals.

Other factors need to be considered. In the case of the second of the three ideas, the question needs to be reframed, A community "gut check" suggests that the idea of making pedestrian and bicycle improvements is quite popular in Wallingford. In the case of the recreation center, a much more refined proposal may be required.

In general, these projects should be regarded as long term goals which can not be pursued at this time. Community interest is noted and further study will be undertaken.

4.1 CONVERT WOODLAND PARK AVENUE TO A BOULEVARD

Woodland Park Avenue North between Lake Union and Woodland Park is unusually wide because it was once the site of a trolley line. The street could be converted into a boulevard between Bridge Way and Woodland Park by adding a planted median strip with street trees, widening the sidewalks and adding bike lanes. This would make the street a more pleasant place and provide additional open space, perhaps in conjunction with the park/garden proposal above.

This project ranked twelfth at the Wurst Festival/Urban Village Workshop Money Game and thirteenth in the Alternatives Fair Money Game. It was not adopted by any of the four groups participating in the table game. However, because of the increasing density of this corridor, and its proximity to relatively large developments currently being built on the east side of Aurora Avenue, the Wallingford community may want to give this proposal additional consideration. In addition, there are indications that the Fremont and Greenlake neighborhoods may view this proposal favorably, a factor which increases this project's viability.

4.2 PEDESTRIAN/BICYCLE IMPROVEMENTS

This proposal includes the adjustment of traffic signal timing to improve pedestrian safety and convenience. It also includes restriking 40th Street, and Wallingford Avenue below 45th Street, for bicycle lanes. An expensive component of this proposal is construction of a pedestrian/bicycle overpass at I-5 to be coordinated with a pedestrian bicycle corridor along 46th Street or 47th Street. Additional details are provided in Transportation Policy T-7 (see Chapter VI: Transportation),

This proposal was ranked fifteenth in both the Wurst Festival/Urban Village Workshop Money Game and the Alternatives Fair Money Game. It was not adopted by any of the four groups participating in the table version of the game.

The Pedestrian Bicycle improvements might well have ranked much higher if the \$25,000 worth of surface improvements had been separated from the \$5 million pedestrian/bicycle bridge over I-5. On the other hand, in the Alternative Fair results the respondents were ambivalent about the proposal to

create a “bike/pedestrian corridor on N 46th and 47th’ and to “ add a bridge over I-5 (40% felt it important, 39% felt it not important).

4.3 RECREATION CENTER AT GAS WORKS

This is a proposal that a 50 meter pool with associated gymnasium and parks activity spaces be built at Gas Works Park. Like the park itself, this recreation center would be a regional draw, since it would contain the only pool of this size within the city limits. A Parks Department center would also be a welcome addition to the Lake Union District which has no such facilities at this time. The proposal might include removal of the old cracking towers (which some view as safety hazards) but could be integrated with an interpretive center already planned for Gas Works.

At \$8 million, this proposal was the most expensive project included in the Money Game

The proposal was quite controversial. In the Newsletter survey, 46% of respondents were opposed to this proposal, compared with 36% who supported it and 18% who indicated they were neutral. It also did not do well in the Money Game, though it did attract more money than any other project listed. It was ranked seventeenth in the Wurst Festival/Urban Village Workshop Money, sixteenth in the Alternatives Fair Money Game, and was not adopted by any of the groups in the table game.

Since the Money Game was assembled, some additional information has been collected concerning building a recreation center at Gas Works:

The Parks Department has indicated their sense that that such facilities need to be targeted for Urban Centers. The nearest neighborhood with such a designation is the University District. It was proposed to Parks Department officials that a center at Gas Works could serve the University District Community since it would be located along the new University - Fremont transit route, along the so-called South Wallingford Corridor (Pacific, Northlake, 34th). However, the University District planning group (according to co-chair Roger Wagoner) has indicated that they intend to pursue a community center at University Heights with connections to the YWCA facility a block to the west of the old school building. They apparently have little interest in looking at a recreation center at Gas Works.

At least one Wallingford resident responded to the Validation Event with a letter suggesting that a past (and apparently well supported) proposal to develop a natural habitat area at Gas Works might conflict with Recreation Center proposal (and the Sports Fields proposal as well). This suggests that further analysis and community dialogue is necessary.

Finally, for Wallingford residents living north of 50th Street, the Greenlake Community Center would be closer than a facility located at Gas Works.

GROUP 5

This proposal has very little support and should not be considered for implementation at this time. However, as circumstances change in the future, this project might need to be reconsidered,

5.1 COMMUNITY PARKING STRUCTURE

Construction of a community parking facility near the heart of the Wallingford Business District might relieve some parking pressures on the nearby residential communities, and encourage healthy growth of commercial community along the 45th Street corridor by allowing redevelopment of some of the business properties located there. Possible sites include existing parking lots at Wallingford Center, at Wallingford QFC, behind Wallingford Floor Center at 45th and Meridian, or at Corliss and 45th. A three level garage located on QFC's west parking lot would cost approximately \$3,150,000.

Of the proposals presented in the Money Game, this is the project most clearly rejected by the Wallingford Community. In addition to being among the most expensive and lowest rated projects in the Money Game, Newsletter survey results indicate that 63% of respondents were opposed to developing a "parking garage for pay parking along 45th Street." Development of additional parking lots along 45th Street was also opposed (by 65% of respondents). Still, some business people continue to support the parking garage proposal.

Others in the business community would prefer to organize a parking association to jointly manage the existing parking areas along 45th Street rather than concentrating the parking resource in one area where it might not serve many areas of the linear retail district. This conclusion seemed to be supported by Newsletter survey results indicating that 85% of respondents desired to "establish a Neighborhood Parking Association to share underused existing parking lots."

Thus, for the time being, the issue of inadequate parking on 45th Street will have to be dealt with through a parking association, though it was suggested that better enforcement of the parking ordinances (supported by 76% of respondents) might also be useful.

The community parking structure proposal should be dropped from Wallingford's prioritized list of projects for now. However, the community will remain open to future reconsideration of this project.

GROUP 6

Because a dollar amount could not easily be attached to the following two proposals, the Money Game did not give meaningful results for them. However, it is important to note that both of these projects attracted funding and, in the table version of the game, two of the four groups included these items in their "wish lists."

6.1 TRANSIT ROUTE IMPROVEMENTS

This proposal is chiefly concerned with making adjustments to Metro bus routing. A complete discussion is included in Transportation Policy T-8 (see Chapter VI: Transportation).

87% of Alternative Fair respondents felt it was important to encourage transit access and use. Consolidation of bus stops was important to 61%; redistribution of service to provide service every 15 minutes within 5 minutes walk was important to 60%; improvements in direct service to major destinations was important to 80%.

Alternative Fair results indicate a desire to implement "in lane bus stops (with bus bulbs) to speed transit and increase parking" (supported by 57% of respondents). They also indicated that 55% of respondents felt a public transit ride free zone should be created along 45th Street with tokens available at local merchants.

In the Newsletter survey, consolidation of bus stops on 45th Street “to no less than three blocks apart” was supported by 81% of respondents, use of the parking lane for transit clearly was not (it was opposed by 60% of respondents). The Newsletter **survey** indicated no **consensus** on the use of bus bulbs.

6.2 COMMERCIAL AND RESIDENTIAL PARKING POLICY

This proposal is chiefly oriented towards adjustments in policy which could affect other areas of the plan; however, community time will be required to coordinate changes and lobby the City. Further information is available in Transportation Policy T-9 (see Chapter VI: Transportation).